

NEW KITCHEN AT YOUR SERVICE

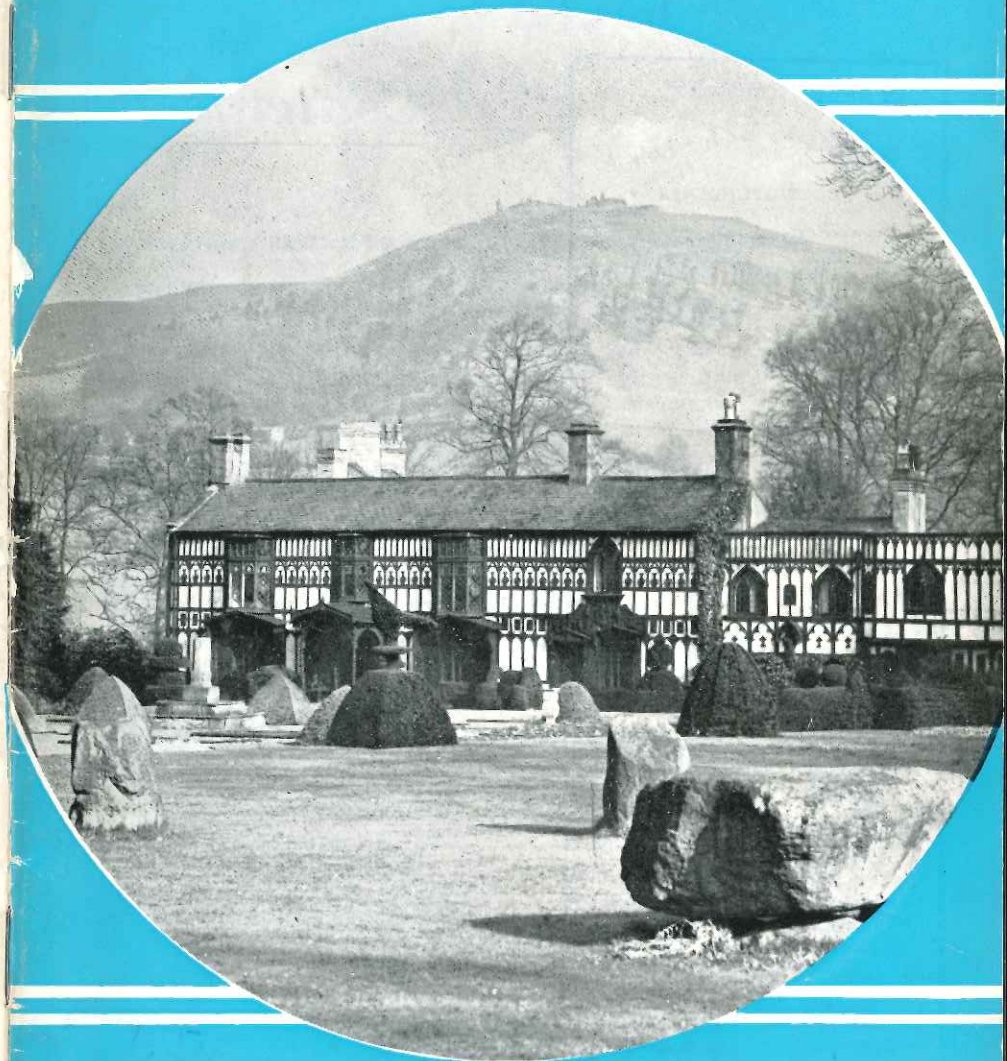
Some two years ago the Canteen dining rooms were modernised. The Canteen improvement scheme is complete in that the kitchens have now been re-built. The Smethwick Works canteen must now be one of the best in the district.

TRY THE CANTEEN FOR YOUR MID-DAY MEALS.

2015 279
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**Smethwick Heritage
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Tele 0121 429 1223

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Chance COMMENTS



JUNE — JULY 1961

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Chance

COMMENTS

The MAGAZINE of Chance Brothers Limited, published in alternate months for the interest, entertainment and information of all employees of the firm.

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THIS MONTH'S COVER

The cover picture on the last number was Maidencombe. Nobody recognised it to claim the prize. This month we give an easier subject to recognise and a prize of five shillings will be awarded for the first correct identification submitted in writing and opened in the Editor's Office, c/o Personnel Department.

RIDE LIKE A POLICEMAN

by J. Peakman (Laboratory)

AS a sequel to last month's article on the police system of driving, the present one is aimed more directly at motor cyclists and scooter riders. Much of the information is taken from a training course given to police motor cyclists.

We motor cyclists have a very bad record both in the number of accidents, especially fatal ones, and the number of pedestrians we injure.

A motor cyclist rides, not drives, his machine and this gives him a number of advantages over a motorist. He has a better feel of his machine, better visibility, and greater manoeuvrability. He readily detects dangerous road surfaces, has the ability to get through small gaps and often has a high acceleration. These factors should combine to make a motor cycle safe to ride, but the limitations of only two wheels and the lack of protection for the rider, mean a collision at even low speeds may be fatal. Thus it is important that a rider should observe a high standard of roadcraft.

Roadcraft is not easily learned on a motor cycle. Trafficators are not often fitted. Both hands are required to operate the controls and hand signalling reduces steering efficiency. It is, therefore, important that the rider makes a real effort to acquire roadcraft and police riders are taught ten commandments and given a series of rules to help them become proficient. These commandments should be learned and applied.

THE TEN COMMANDMENTS FOR MOTOR CYCLISTS

1. Know the Highway Code

and put it into practice. Ride according to the Code and you will ride safely and well.

2. Concentrate All The Time

Concentration is the keystone of good riding and it will enable you to see and take notice of every detail.

3. Anticipate

Think before acting. A good rider does not ride automatically; he observes details and thus anticipates the actions of other road users. This gives him that little extra time to carry out manoeuvres. *Think and avoid accidents.*

4. Exercise restraint and "Hang Back" Where Necessary

Hang back at a safe distance behind a vehicle which you intend to overtake, until the road ahead is clear for a sufficient distance for you to do so safely. Motor cyclists often neglect this rule and to obey it requires considerable self control especially when riding a fast machine. When in doubt, *hang back.*

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5. Drive with Deliberation and Overtake as Quickly as Possible

Good riding continually calls for the making of quick correct decisions all of which must be carried out with deliberation. A rider with a negative complex will sooner or later hesitate at the crucial moment, possibly with fatal results. Overtaking must be accomplished in the minimum of time. This leaves the road clear for those travelling towards or behind you. *Deliberation eliminates uncertainty.*

6. Use Speed Intelligently and Travel Fast only in the Right Places

It is not always safe to ride at 30 m.p.h., even though the law may permit it. In some circumstances such a speed is definitely dangerous. Where conditions permit, it is best to ride at a constant speed of 30 m.p.h. This assists in keeping traffic moving in a steady stream. High speeds are safe only when a clear view of the road ahead is possible for at least the thinking distance plus the stopping distance. On dry roads at 60 m.p.h. this is about 240 feet. On wet or greasy roads it may be double this distance. *Remember any fool can ride fast enough to be dangerous.*

7. Develop Your "Cycle Sense" and reduce wear and tear to a minimum

Cycle sense is the ability to carry out smooth and thoughtful operation of the controls. No skids; no jerky clutch operation; no violent braking. This can only be achieved if the operations are carried out in plenty of time.

Cycle sense adds to your safety factor as you will always be in the right gear at the right time.

8. Use Your Horn Thoughtfully—Give Proper Signals—Never Black Out Your Headlights

Many riders do not use their horns at all, some use them aggressively,

others automatically and often unnecessarily. It is important that the person in front should be acquainted with your intentions. Riders who never fail to give hand signals consistently fail to give audible warning of their approach. Use only the hand signals given in the Highway Code and give them properly. Wagging a hand or finger is often misleading and can be dangerous.

Flicking the headlights at night is an efficient form of signalling. Dip them but never "black out" on a badly lit road. The resulting pool of darkness may cause you to ride into some obstacle.

9. Be Sure Your Machine is Roadworthy And Know Its Capabilities

A defective motor cycle should never be taken out. To prevent this, inspect your machine frequently and do it systematically. Whenever you commence a ride, check both brakes soon after moving off. The next cross roads may be too late. Before attempting to ride a strange machine fast, get accustomed to its controls, acceleration, steering and braking characteristics. *Cycle and rider must blend as one to ensure good riding.*

10. Perfect Your Roadcraft and Acknowledge Courtesies Extended To You By Other Road Users

A rider with good roadcraft knows how to avoid awkward and possibly dangerous situations. Good roadcraft not only prevents accidents but makes riding less arduous.

A good motor cyclist acknowledges courtesies and by doing so he sets a good example to others and helps to develop the spirit so badly needed on our crowded roads. *Courtesy is a great factor in road safety.*

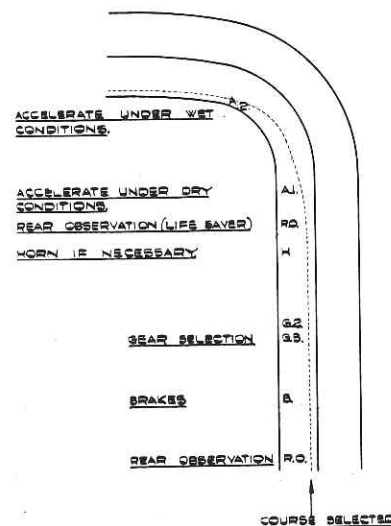
These commandments may seem long but try learning one each day while shaving and put it into practice while driving to and from work. The business may not help your shaving but the

system will soon become second nature. Remember the words used to express the commandments do not matter but the principles may well be vital.

A typical manoeuvre as taught to police drivers is described as follows. Both left hand and right hand turns should be carried out as described in "Drive Like A Policeman" with one most important extra added. After giving the appropriate hand signal and immediately before turning, glance over your right shoulder. This is the "life saver" and guards against following traffic not having seen your signal or the foolish driver who, despite your right turn signal, decides to overtake. If this happens—STOP!—your life is at stake.

Details of how to take a left hand bend are described and this must not be confused with a left hand corner—although the positioning of the machine is just as important, it is quite different.

The six rules of roadcraft applied to a left hand bend may be traced on the diagram.



1. Course selection—On left hand bends positioning your machine near the centre of the road is theoretic-

ally correct, but, if always done it can become a habit. Common sense must be applied; the rider being willing to sacrifice his position if traffic conditions necessitate it. Due observation and signals must also be made before the rider takes up his selected course.

2. Rear observation—This is essential to inform the rider of the position and proximity of following traffic.
3. Brakes—To slow the machine down to the speed necessary for selecting the appropriate gear.
4. Gear selection—Always enter a corner or bend at a safe negotiating speed. Braking on a bend should not be necessary.
5. Horn—should be sounded if pedestrians or other drivers whom you can see, but who cannot see you, need to be warned of your presence.
6. Rear observation—The Life Saver—In this case a glance over your left shoulder protects against the other rider or driver who tries to race round on the inside.

Now remember a motor cycle is more controllable while accelerating and if road conditions are good and your speed correct you may safely accelerate around a corner. If the road is wet and greasy, go round on an even throttle and delay acceleration until the machine is travelling straight again. The machine should come out of the bend on the near side of the road, 3 to 5 feet from the kerb and still be able to stop within the distance which you can see the road to be clear.

Remember there is much more to be learned in motor cycling and scooter riding than just these rules. Machine control, prevention of skids, recognition of dangerous road surfaces and many other essentials are only acquired with experience. Don't jump on a big twin and imagine that all motor cycling consists of twisting the grip.

Don't take pride in the fact that you can go from here to there in the shortest time. Pat yourself on the back when you have ridden for six months without causing or helping to cause a situation in which an accident could have developed.

TRAINING TODAY FOR TOMORROW

Commonwealth Technical Training Week

THERE is no doubt that one of the liveliest minds and one of the most distinct personalities in British public life are possessed by H.R.H. The Duke of Edinburgh. He has given a large measure of his talents towards the encouragement of youth development and his Award Scheme is now established as an unique contribution towards the health, character and happiness of our young people.

It was not surprising that he turned to the problems of training for employment and sponsored a week of exhibitions and demonstrations of technical training throughout the Commonwealth.

The need for more and better technical training is not associated solely with the needs of youth. It is a vitally urgent matter which concerns the whole population for the following reasons:—

1. There is a shortage of technically skilled people available for industry

now. This is true locally, nationally and in the Commonwealth—indeed in the world.

2. Economic competition between countries is likely to become more and more severe. Thus the standards of skill of today will not meet the needs of tomorrow. We need, in the future, people of greater skill and people who will be able to turn that skill to meet whatever demands arise e.g., new and more difficult techniques and methods employed under an increasing pressure of competition particularly from abroad.

The need to train adequately today for tomorrow is the most vital requisite in many aspects of the fight for survival.

The responsibility for providing technical skills in British industry has been allocated traditionally to individual industrial organisations and companies. There has been a trend in recent years



whereby part of this work is being taken over by educational institutions but, fundamentally, the ball is still at the feet of the individual company.

The aims of Commonwealth Technical Training Week were much wider, therefore, than just another attempt at "do-gooding" for youth. It is not surprising that such a body as the City and Guilds of London Institute was eager to lead a national campaign to support the Week.

Local authorities responded to an appeal to co-ordinate activities in their areas and Chance Brothers Limited is proud to have been able to share a leading part in the industrial contribution to the Week under the auspices of Smethwick Corporation.

The Week in Smethwick commenced Saturday 27th May with a carnival procession through the town culminating in Victoria Park where the event was officially opened by the Mayor. A rally followed comprising exhibitions by various youth organisations including physical education, judo, brass band performances, and R.A.F. Police dog exhibition, youth club skipping and the Beating of the Retreat by the Army Cadet Force Band.

Part of the Carnival and Rally was an industrial careers exhibition in a marquee in which Chance Brothers Limited had a stand. The Company also installed a stand in an exhibition held in West Bromwich Town Hall during the Week.

Our principal effort, however, was the provision of a large exhibition in the Works in which examples were shown of training in sixteen different occupations. Space alone prevented us from exhibiting more. The Exhibition was open from 10.00 a.m. until 7.30 p.m. every day from Monday 29th May to Friday 2nd June, and each stand was manned by a young person demonstrating his or her particular kind of work.

We had to turn down applications from many schools throughout Birmingham and district who applied to send parties to visit our Exhibition but we managed to receive over thirty school parties during the week, representing about one thousand children in their last school year.

Our Exhibition was also visited by our fellow employees and by notable local educationalists and the general public. Busy though we were, the interest taken by everyone made the effort very much worthwhile.

The principal burden of preparatory work was undertaken by Mr. Fred Nield, our Senior Carpentry Foreman, who maintained his customary good humour despite the many demands made upon him. Our grateful appreciation is due to Mr. Nield and to all of the other M. and C., Laboratory, Pyrometry, Flat Glass and Commercial supervisors, Managers, and trainees who worked so willingly to make our efforts successful.



OPERATION CANTEEN KITCHEN

THE canteen block of buildings originally formed the Chance schools and was erected in 1845 when Chance Brothers were pioneers of education in the country. At this time, school buildings were austere in design, closely akin to Church architecture of the period and sombre in character. As national education developed, the schools were no longer required and the buildings were taken over for canteens in 1917.

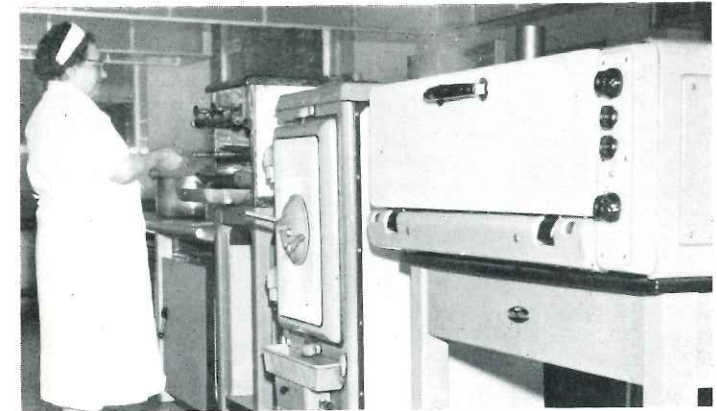
Early in March 1958 the works and staff dining rooms were modernised and refurbished to provide a transformation from the sombre seriousness of the 19th Century to a lighter theme.

In recent months the canteen improvement scheme has been completed by the re-building of the kitchens and our Architects, Clifford Tee and Gale

contribute the following notes on what this entailed.

The old kitchen was found to be wasteful of space, badly ventilated and to fall short of modern standards. Once the decision had been reached to rebuild, the first problem was to maintain the service of meals whilst building operations were in progress. This was well catered for by a temporary hut.

Demolition then went ahead. The basements were filled in and the earth levelled by the Crate Yard. Problems of the structural stability of the works and staff canteens when the new kitchen was added caused problems to our Consultants. These were solved satisfactorily, and, like the distance between the two canteens, dictated the overall oblong shape of the kitchen.



The basis of the planning was to minimise the distance which had to be walked between the process of storage, preparation, cooking and serving. Hence the vegetable storage, preparation, boiling pans and chip fryers are all placed adjacent to each other. Dirt from the cleaning of vegetables is kept clear of the pastry preparation area by low walling, this area in turn is separated from the pot wash and general preparation areas.

The cooking apparatus is placed in a central position with adequate ventilation through the roof. The preparation tabling can thus be placed around the perimeter walls with the staff working by the windows. The washing-up area is kept separate at one end of the kitchen well clear of the food preparation areas. A new washing-up machine has been installed.

To achieve the highest standards of hygiene all the walls in the kitchen are covered with glazed tiles and the floor with terrazzo. Wherever practical the tabling is stainless steel; elsewhere it is formica covered. Nearly all the cooking apparatus is new and of the most modern design. The personal hygiene of the staff is provided by them having their own toilet accommodation. This is situated off the main entrance

corridor, which also gives access to the dry store, empty store, vegetable store and office.

The Group products have been used in the large windows, the lower panes of which are glazed externally with Muro-glass panels. The canopy over the cooking area is fitted with Georgian wired glass as are the entrance doors. Ventilated glass dome lights have been installed and the lighting generally is by fluorescent tubes or glass bulkhead fittings.

Valuable advice was given to us by Mr. J. R. Cheetham and Mr. A. Ogden and the Canteen Committee.

The joinery, electrical work and the installation of the cooking apparatus, plus sundry services were undertaken by Chance Brothers, and Mr. F. Nield, Mr. P. Burrows, Mr. H. Smith and their staff are to be congratulated on the efficient and very satisfactory way the work was carried out. Messrs. L. Dainty again gave us their high standard of building finish.

The canteen incorporated the most modern ideas of meal preparation and cooking equipment and we trust this will enable the canteen staff to prepare meals of the highest standard and the employees of the Company will enjoy the excellent facilities now provided.



PARTY TIME SNAPSHOTS

NO. 10 GROUP ANNUAL DINNER AT THE RED COW HOTEL.

Below: BILL WOOLDRIDGE IN SERIOUS TROUBLE.



BLOWN AND PRESSED DIVISION DINNER IN THE RECREATION CLUB PAVILION.



FLAT GLASS HELD FOUR SOCIALS IN THE PAVILION.



BARRED IN THE BAR

YOU'VE heard old Tom Smith talk about opening hours, closing hours and licensing hours when he's referring to the times between which, by law, you can drink your beer in pub and club.

What old Tom is really talking about are the "permitted hours" outside which Section 100 of the Licensing Act, 1953, simply says liquor is not to be sold or consumed.

The Act then goes on to lay down what the permitted hours shall be. It says, for instance, that on weekdays they must generally be eight in number, but it does leave plenty of latitude within this general framework for the hours in any particular district to be fixed by the local licensing justices.

All right then, the hours are fixed. In the Smethwick Works Recreation Club they are:—

Mondays to Saturdays

12.00 noon to 2.00 p.m.

5.00 p.m. to 10.00 p.m.

Sundays and Good Friday

12.00 noon to 2.00 p.m.

7.00 p.m. to 10.00 p.m.

There is a vague general idea that the ordinary licensing law does not run in clubs and that "anything goes" there. This is a long way from the truth and to find out what the law really does say about drinking clubs we shall have to hack our way through a veritable jungle of popular fallacies.

Licenses

Of these, the first and most stubborn is about licences for clubs. If liquor is to be sold in a club an ordinary licence has to be applied for just as in the case of a pub. Here, however, arises one of those legal ingenuities that tends to make the layman feel hot under the collar, but which are quite sensible if you consider them.

The law says that if a club buys itself a stock of liquor for its own members to consume it does not count as a "sale" when a member "buys" himself one.

You cannot, of course, buy something which already belongs to you. And the liquor in the bar does in fact belong to all the members because it was bought on their behalf and in their names.

The result is that the club does not need a magistrate's licence. No sale takes place there—and it's only for sales of liquor that such a licence is required. (Mind you, all this may change if a Bill now before the House of Commons becomes law, because one of its clauses will make it necessary for applications from clubs for registration to be submitted to the police and the local authorities, either of whom will have the power to oppose such applications).

What does registration mean? It merely means that the Clerk to the Magistrates includes our Club on a list of similar establishments which he keeps. The clerk wants to know the name and address of the clubs, their objects, the name of the secretary, the number of members and various details about the club rules.

This, of course, means that there must be rules—we can't just make them up as we go along. All clubs which occupy premises on which liquor is served must be on the register and the secretary must send in a form each year keeping the register up-to-date.

Clubs that don't behave themselves can be struck off, and that means the end of alcoholic drinks for the members. The Licensing Act lays down a list of grounds for striking a club off.

Struck off

Clubs can be struck off, for instance, if the number of its members drops below twenty-five or if there is frequent drunkenness on the premises. The same thing can happen if illegal sales (i.e. sales to non-members) take place there.

As we all know, there is a chance that if you go along to your club with Old Bob Brown he will feel, after a couple of rounds, that it is time he stood you a

drink. But if he is not a member he must restrain this generous instinct.

The limits

To go back for a moment to the rule about the hours during which drinks can be served. Some people have the idea that a club can please itself about this—but that's just what a club can't do. The limits of the drinking hours for England and Wales are laid down by the Licensing Act as explained earlier and it is only within those limits that a club can choose for itself.

Choose it must, and furthermore make a rule about it which the members must abide by unless and until they decide to alter it.

In other words, clubs are allowed a limited freedom to fix hours for themselves instead of having to follow the rulings which the magistrates make for pubs.

The result is that you may be able to get a drink at the club at a time when the bar at your local is shut. The reason for this is that the club will have chosen a different set of hours from those fixed by the magistrates.

It is free to do that—but it is not free to abolish hours altogether and allow drinking round the clock.

A point of difference between clubs and pubs is the difference in the rules about police entry. The police are not (as the law stands at present) allowed just to walk into a private members' club without a search warrant. But a

J.P. will issue a warrant if their are reasonable grounds for thinking that a club is being improperly managed. The police can then enter the club—by force if necessary—and remove any documents dealing with the club business.

Finally we come to the thorny question of drinking-up on time. The law is pretty strict on this and it's no excuse for the steward to say that his clock has gone wrong and that he's allowed a few people to have drinks when they shouldn't have.

Calling Time

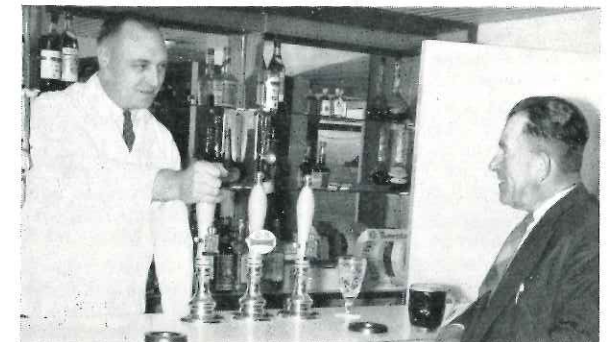
Some clubs have a warning bell or the steward may call "last orders" a few minutes before the end of permitted hours in order to give members a few minutes before the end of the legal drinking time in which to finish up their final drinks.

But if precisely on the stroke of time you haven't swallowed the last drop, the club steward would be quite within his rights in taking away your glass with its unfinished contents.

There may be a change in the law about this, too. The Bill previously referred to contains a clause enabling a quarter-hour period of grace for "drinking-up."

What did you say? The law is an ass? It may be, but it is an ass we must keep or risk the consequences.

Adapted from an article written by Austin Littler for Pilkington Brothers "Cullet News."





From all Departments

MOSTLY PERSONAL

What We Want To Know

An important part of a works magazine is to report on interesting happenings in the day to day lives of employees of the firm. We try to keep our ears open but there must be many events that are not mentioned. If you become a parent, if you attain your majority, if you get married, if you win a fortune, if anything interesting about you or your fellow employees comes about, please do let your departmental correspondent know. His or her name is given on the inside front cover. Should you have a story to tell such as the account of an unusual holiday or an interesting hobby, the editor would be most pleased to chat to you in the Personnel Department Office.

If any lady employees have a literary flair, we are looking for an editor for a Women's Page—fashions, recipes and such subjects as interest our ladies. Any offers, please?

THE EDITOR

Blown and Pressed

At the time of going to press the Division is tense in that No. 9, the additional tubing furnace, is at the "count down" or lighting up stage. We hope to have a write up of this in the next issue.

Christmas is a very long way off but money has to be raised for children's parties and the division has booked the Recreation Club Pavilion for a dance on the second Saturday in each month.

The Warehouse welcomes Mrs. N. Richards who had a transfer from C.P.O.W., also newcomer Mrs. K. B. Williams.

The Division held its annual dinner and dance in the Pavilion on 8th April.

Flat Glass

Repairs to No. 1 C.B. tank have kept many people extremely busy including, presumably, the division's correspondents to the magazine as no reports have been received.

Sarah Vallender retired from the Seven Storey on 24th April and we wish her a well earned rest.

It is with regret that we record that Thomas Slimm of the Seven Storey died on 26th April, at the age of sixty-two. He had completed forty-four years service.

Glasgow

The Table Tennis tournament has now been completed and the winners in the singles match were:—

1. Robert McDonald
2. John Thomson

In the pairs competition Anne Watson and John Thomson defeated Andrew Kelly and James Murphy.

Congratulations to John Gilmour and his wife on the birth of a son.

Best wishes to Nessie McMaster who has left us for domestic reasons after ten years service.

Laboratory

Mary Fletcher has left the staff of the Laboratory as her husband, Ken, who served his apprenticeship here, has obtained a post in Derbyshire. Good luck Mary and Ken.

We were also sorry to lose two of our young men namely Clinton Sedgley and Peter Bayliss who decided to take posts elsewhere and we wish them success.

London

Mr. J. C. Perkins has now taken up his duties at Pilkington Brothers London Office, Selwyn House, and we wish him every success in his new appointment. Fortunately we shall not lose contact with "J.C.P." as we understand he will still be interested in the C.B. advertising programme.

Mr. G. H. Elphee is now in charge of Chance Brothers London Office.

We welcome Miss Christine Jeffries to our staff. Christine was formerly telephonist/receptionist at Selwyn House.

Malvern

We wish to offer our very best wishes for future happiness to Beryl Tame who married recently.

Congratulations are also offered to Clive Walters whose wife has recently presented him with a daughter.

Dorothy Clare, our magazine correspondent, is at present on holiday in Rome and according to the latest news received from her, is enjoying excellent weather and having a very good time.

We extend a hearty welcome to all the newcomers to the firm and hope they will all soon settle down among us.

Maintenance and Construction

The Drawing Office were sorry to lose Bobby Roberts and wish him every success in his new job.

Congratulations to the M. & C. football team on winning the inter-departmental challenge cup.

We wish Nellie O'Riordan a speedy recovery and hope that she will soon be with us again after a long illness.

The Division is sorry that Mould Shop foreman Jack Brown decided to leave us and we all wish him success in his new job.

Joseph Studer retired from the Crate Yard on 19th May. He will always be remembered for the wonderful floral displays he carried out each summer at the hostel, War memorial and Old Hall.

Arthur Westbury of the Electricians retired on 20th May, after thirty years service.

We welcome as new apprentices David Golding (Motor Mechanics) Jeffrey Partridge (Boiler Shop) and Terence Price (Fitting Shop).



MR. AND MRS. DENNIS HEWITT.

Offices

At press time, Frank Taylor, our correspondent in the Sales department was at the Clevedon Convalescent Home recovering from a spell of poor health. We trust that he will now be fit and back fully to his gay self.

We welcome as new comers Frederick Jarratt (Cost office), Joyce Mann and Theresa Morgan (Typing), Verlain Badderley (Secretary to Mr. B. Boorman), Rosina Jones (Accounts), Carol Bodley (Invoice), and Marie Appleby (Hollerith).

Dora Jones retired from the Ledger Office on 20th April, after twenty-one years service and we hope that she enjoys her well earned rest.

Congratulations and best wishes are extended to Dennis Hewitt of Work Study who married Jean Smithson on Easter Monday.

We are sorry to report that Edwin Daubney who retired from the Cost Office last July, died on 12th April.

Transport and Traffic

Wilfred Warner retired from his position as Supervisor of the Internal Transport department on 11th April. Mr. Warner joined C.B. Ltd., in 1924.

No. 10 Group's Annual Dinner was held at the Red Cow Hotel, on 14th April, and at this event Mr. S. W. Shaw presented Mr. Warner with a wrist watch subscribed for by members of the Internal Transport department and other friends.



WILFRED WARNER.

JOTTINGS

Of Shorter Items and
Employees' Contributions

PHOTOGRAPHIC COMPETITION 1961

A photographic competition will be held. The rules are simple.

1. Photographs, in black and white only, should have been taken by employees since September 30th, 1960.
2. Entries should be sent to the Editor by September 30th and each entry should be accompanied by a slip giving the sender's name and department and if possible a title for the picture should be added.
3. Entries will be classified by the judges into four groups:—
(a.) Landscape (b.) Architectural
(c.) Personal (d.) General

Do not bother about the classification yourself.

The best photograph in each group will be awarded 10s. 0d. and the best photograph in the competition will receive a prize of £1 1s. 0d. All winning photographs will be published in *Chance Comments*.

WORKS SHOP

The Works Shop situated in the Old Gate Thoroughfare is for the use of employees of the Company under the following conditions:—

1. *Sales of glass items other than flat glass*
Orders for Fiesta and other glassware (except flat glass) should be placed over the counter at the Works Shop and should be paid for and collected there.
2. *Sales of Flat Glass*
Orders for flat Glass should be placed over the counter at the Works Shop. The purchaser will be in-

formed when the glass is ready and he should then collect it from the Works Shop when it is next open and pay for it at the time of collection.

If the glass is too large for easy collection from the Works Shop the purchaser will be notified when the glass is ready for collection and what it will cost. He should then pay for the glass at the Works Shop and obtain a Payment Receipt to permit him to make collection from the appropriate warehouse during the hours the Works Shop is normally open. He can then take the glass out of the Works using the Payment Receipt as a Gate Pass.

3. Hours of opening

Present hours of opening are:—
Wednesdays: 12 noon to 2.30 p.m. and 5.00 p.m. to 6.00 p.m.
Fridays: 12 noon to 2.30 p.m. and 4.30 p.m. to 5.00 p.m.

These times may however be altered from time to time.

QUEEN AND DUKE WEAR SAFETY SPECTACLES

When The Queen and The Duke of Edinburgh visited Pilkington Brothers at St. Helens on 25th May, they wore safety spectacles in areas where there was a danger from flying glass.

GLASS EVENT VISITS BIRMINGHAM

During the first week in May an exhibition of the Pilkington Group's products was held at the Birmingham Medical Institute and Chance Brothers were well and attractively included.

Mr. L. R. Percival, a Director of Pilkington Brothers, welcomed the invited guests.

Varied exhibits

The Group now employs 25,000 people at its branches in this country and overseas and was responsible for exports last year worth £12½ million.

Curtains, decorative table-ware, radiation shielding, observation panels and television tubes, all made from glass, were among a wide variety of goods on show at the exhibition and Chance Brothers products were well represented.



26,964 PENNIES ARE DISTRIBUTED

There is a reasonable chance that in 1961 the total collected from wages or salaries from employees who have volunteered to contribute one penny each week to charitable purposes will amount to £300. The committee of the Employees' Charity Fund last month made the following donations:—

	£	s.	d.
Cheshire Foundation Homes for the Sick	10	10	0
King George's Jubilee Trust	5	5	0
Friends of the Crest, West Bromwich	2	2	0
National Fund for Polio Research	5	5	0
Midland Spastic Association Imperial Cancer Research Fund	5	5	0
Dr. Barnardo's Homes	5	5	0
British Red Cross Society B'ham General Hospital Patients and Staff Amenities Fund	5	5	0
B'ham Eye Hospital Amenities Fund	5	5	0
British Leprosy Relief Assoc. Church of England Children's Society Friends of the B'ham Accident Hospital Assoc. Friends of St. Chad's Hospital	5	5	0
Guide Dogs for the Blind Association	5	5	0
Hallam Hospital Amenities Fund	5	5	0
Smethwick Club for the Handicapped	5	5	0
Smethwick Cripples Outing and Welfare Fund	5	5	0
Smethwick Orthopaedic Clinic Samaritan Fund	5	5	0
West Bromwich and District General Hospital Amenities Fund	5	5	0
Wolverhampton, Dudley and District Institution for the Blind	5	5	0
TOTAL	112	7	0

WORKS CONSULTATIVE COMMITTEE

The annual elections for Workpeople's representatives on the Works Consultative Committee held in April resulted as follows:—

Group		
1	Seven Storey, Micro, Fiesta	Mr. E. L. Bates, Seven Storey Deputy—Mr. R. Fardell
2	Rolled Plate	Mr. J. Welsh, Rolled Plate Deputy—Mr. H. Moore
3	B. & P. Cathodes, No. 11	Mr. F. W. Davies, Cathodes
4	B. & P. Nos. 8 and 9	Mr. E. Hillin, Vello Deputy—Mr. P. Suchomski
5	B. & P. Pressed	Mr. A. Jane, Pressed Process
6	Millwrights, Electricians, Machine Shop, Moulds, Stores	Mr. E. A. Whitehouse, Electricians
7	Builders, Carpenters, Plumbers, Crate Yard, Transport Repairs	Mr. W. Ellis, Carpenters
8	Boiler Shop, Boilers, Power Plant	Mr. J. Hill, Boiler shop Deputy—Mr. E. Carter
9	Mixing, Pot and Clay, Transport, Traffic, Security, Cleaners	Mr. B. Bagnall, Transport Deputy—Mr. D. Handy

The Management Representatives are:—Mr. C. J. S. Newman (Chairman), Mr. H. Fulton, Dr. R. E. Bastick, Mr. J. R. Cheetham, Mr. S. W. Shaw, Mr. B. D. Patrick, Mr. N. K. Hadley, Mrs. J. Taylor, Mr. S. W. Round and The Secretary is Mr. A. Ogden.

DOES YOUR NAME APPEAR BELOW?

R. E. Acton.
W. J. Adkins.
T. Allard.
W. Allbutt.
J. Allison.
P. Anderson.
N. Andrews.
M. Anslow.
R. Archer.
J. Ashton.

B. Bagnall.
H. W. Bagnall.
W. Ball.
L. Bannister.
R. Barrow.
S. Bartley.
R. Bell.
J. R. Bennett.
D. Biggs.
J. Biggs.
W. Billington.
G. Bird.
J. Bodley.
F. Botfield.
W. T. Bowser.
L. Bradley.
H. W. Bridges.
T. Brittain.
A. Brookes.
B. Brookes.
C. Brown.
F. Brown.
A. Burford.
L. R. Burton.

L. G. Cannell.
S. Carswell.
J. H. Carter.
G. Clack.
T. Collier.
L. M. Colling.
J. E. Cooke.
F. Copson.
J. Copson.
A. D. Corbett.
J. C. Corbett.
L. Cottrell.
W. Cox.
W. B. Cox.
I. G. Crump.
J. Crump.
A. Cutler.

H. Dalton.
G. E. Dangerfield.
W. Davis.
F. W. Davies.
M. Diclie.
J. Downes.

W. Edge.
W. J. Ellamore.
R. Etheridge.
A. Everett.
S. Everett.

J. Fenton.
D. Forsyth.
J. Foster.

E. J. Gardner.
W. J. Gardner.
J. Gordon.
F. Gould.
E. Gowans.
A. Green.
G. Grigg.

G. Hadley.
W. Hadley.
S. R. Haggitt.
J. H. Halliday.
G. E. Harris.
R. Harvey.
R. A. Hedley.
N. B. Hennessey.
A. G. Henry.
F. Hayfield.
V. W. Hickling.
J. Hill.
R. Hinson.
W. Hipkiss.
J. Hitchins.
W. Hodgetts.
W. Holloway.
W. Hollyhead.
D. Horton.
J. Horton.
A. E. Howard.
F. J. Hunt.

W. H. Idill.

W. M. H. Jackson.
A. M. Jakeways.
H. W. Jennings.
W. Jesson.
J. W. Jewkes.
A. J. Jones.
I. J. Jones.

F. Kane.
B. Keeley.
F. Keys.
J. T. Keys.
M. King.
W. Kite.
T. Knott.

R. Lavender.
H. Lea.

J. Lightfoot.
F. Lloyd.
G. Loach.
J. Loughlin.
J. E. Lowe.

W. Mallin.
W. Manning.
L. Mason.
H. McAllum.
S. D. McCalla.
S. McCann.
E. McGuire.
H. Merchant.
J. Mernagh.
E. J. Millington.
M. Mills.
R. E. Moody.
C. Moore.
H. Moore.
J. Moore.
L. Moore.

B. Norton.

C. Ohren.
M. Orchard.
N. O'Riordan.
E. Owen.

C. Page.
D. Parkes.
L. Parr.
D. Parratt.
D. Parry.
D. Parsonage.
L. Percival.
A. Perks.
E. Perks.
N. W. Perry.
G. E. Porton.
P. M. Powell.

E. Ray.
J. M. Reid.
C. Richards.

F. Richards.
J. Richards.
G. Riley.
J. Rollason.
E. Rozec.
J. Rusells.

D. Sacel.
C. Salter.
M. Samardzija.
J. Scarlett.
V. Sedgewick.
W. Sharratt.
A. Shepherd.
J. E. Simkin.
R. Slater.
G. Smith.
J. W. Smith.
K. Stockin.
J. Stokes.
B. E. Stone.
G. H. Stone.

C. Taylor.
A. Thomas.
E. Thomas.
D. M. Thompson.
R. W. Timmins.
S. G. Titley.
J. R. Turley.

H. A. Underhill.

N. Van Souwe.

H. Wadeley.
H. Waldrow.
S. J. Ward.
W. Watton.
D. Webb.
J. F. Wheatley.
E. A. Whitehouse.
J. Winwood.
G. Witton.
J. Woodyatt.
J. Wright.

DOES YOUR NAME APPEAR ON
THIS PAGE?

—IF SO WE THANK YOU FOR THE
IDEAS YOU SUBMITTED IN THE
SUGGESTION SCHEME DURING THE
TWELVE MONTHS PERIOD ENDED
APRIL 1961.

PLEASE **DO** SEND OTHER IDEAS
FORWARD.

TWENTY FIVE YEARS SERVICE



MISS JOYCE YAIR
(OLD HALL)
1ST APRIL (CASH)



DAVID STEPHENS
(BLOWN AND PRESSED)
1ST APRIL (WATCH)



ARTHUR R. HOULTON
(MAINTENANCE AND CONSTRUCTION)
1ST APRIL (WATCH)



MRS.
ELIZABETH
HOLYOAKE
(ROLLED
PLATE)
20TH APRIL
(WATCH)

GEORGE H.
PARKES
(MAINTEN-
ANCE AND CONSTRU-
TION)
28TH APRIL
(WATCH)

RONALD J. PERKINS
(TRAFFIC)
24TH APRIL (CASH)

THOMAS
CRESSWELL
(TRANSPORT)
24TH APRIL
(WATCH)

